

In the Specification:

Please amend the paragraph at **page 2, line 22 to page 3, line 17**, as follows:

Conventional flap systems typically include a central drive motor, drive transmission stations of the leading edge slats and of the trailing edge flaps, and a continuous through-going transmission shaft that forms a centralized shaft line which transmits the drive power from the central drive motor to the several drive stations. A typical example of such a conventional arrangement is shown in Fig. 1, which relates to the landing flap system of the Airbus A340 aircraft. A monitoring system carries out a continuous monitoring of the shaft line. In this regard, in each lifting wing, a safety brake ~~with an integrated~~ and a monitoring sensor ~~[[is]]~~ are mechanically coupled to the shaft. A further safety brake ~~with an integrated~~ and a monitoring sensor ~~[[is]]~~ are integrated in the central ~~drive for the transmission shaft,~~ drive, whereby the sensors serve to detect deviating position differences or asymmetries and overspeed conditions. In the event the transmission shaft breaks, only those flaps that remain mechanically coupled to the central drive via the remaining functional portion of the transmission shaft would remain controllable, while the other flaps could no longer be controlled with regard to their respective positions and aerodynamic influences. Such a lack of control ~~of even a~~

~~single flap~~ could have catastrophic consequences for the overall control and flight safety of the aircraft.

Please amend the paragraph at **page 3, line 18 to page 4, line 7**, as follows:

Furthermore, such conventional flap systems including a central drive and a rather long continuous transmission shaft necessitate a rather high installation effort and expense, because the transmission shaft for the flaps or slats respectively must be laid out to run along the trailing edge or the leading edge of the wing. Particularly also, the transmission shaft must be guided or laid out in such a manner to turn through several corners or angles as it transitions from the wing into the fuselage, and then extends transversely through the fuselage. This layout of a continuous transmission shaft in connection with a central drive also results in a relatively high friction exerted on the rotating shaft, and thus a relatively high required drive power already for overcoming the friction, which in turn results in a rather poor operating efficiency. Furthermore, it is necessary to ~~provide a highly dynamic~~ consider the dynamics of the transmission shaft line represented by the rotational spring-mass-damping system, with a relatively complicated layout, for the transmission shaft line. characteristics.

Please amend the paragraph at **page 5, lines 1 to 23**, as follows:

Furthermore, with reference to the example of the DC9 and DC10 aircraft, it is also conventionally known to provide a flap system in which the flaps arranged on the lifting wing are respectively connected to and driven by individual drives. However, these individual drives are hydro-mechanically coupled with each other and thereby synchronized in a relatively complex manner. In this regard, two hydraulic cylinders are utilized for moving each respective flap, whereby each individual drive is connected to a common hydraulic system. For this reason, it is not possible to enhance or expand the available functionality of the flap system. Namely, such flap systems have the disadvantage that only a simple or singular flap kinematics can be realized using such a local drive consisting of hydraulic cylinders. Due to the hydraulic coupling of the several drives, an individual deflection or extension/retraction of a single flap is not possible, because all of the drives of all of the flaps are connected to the same hydraulic ~~pressure networks.~~ control valve. A further disadvantage of such a hydraulically coupled system, which is not shown herein, is that any malfunctions or faults in the flap system arising during flight of the aircraft cannot or essentially not be localized, and a relatively time-consuming manual search for the fault site will be necessary while the aircraft undergoes maintenance and service on the ground.

Please amend the paragraph at **page 18, lines 8 to 19**, as follows:

In this regard, it should be considered that a serious failure or malfunction condition, such as a canted or twisted jamming of two adjacent trailing edge flaps 3, would lead to a switching-off of the respective drives 41, 42 and 43, 44 of two neighboring drive stations 5. ~~However, according to the invention, the first drive 41 is provided as the primary drive, while the second drive 42 or any further drive of a respective drive station 5 is provided as a redundant drive. Thus, with such a redundant drive arrangement, it is possible according to the invention to correct such a canted or twisted jamming of the individual flap 2, 3 coupled mechanically through the shaft thereto, to the extent that such a fault or malfunction of the first drive 41 arises.~~

[REMARKS CONTINUE ON NEXT PAGE]